

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Economy, Transport and Environment
Title:	Andover: Winchester Road Corridor

Contact name: Alfred Nortey

Tel: 07874793399

Email: Alfred.Nortey@hants.gov.uk

1. The decision:

- 1.1. That the Director approves the increase in value in the 2018/19 capital programme from £135,000 to £203,500.
- 1.2. That the Director approves the details of the Winchester Road corridor, Andover, as set out in this paper.
- 1.3. That the Director gives approval to procure, spend and enter necessary contractual arrangements to implement this scheme, at a total estimated cost of £203,500, to be funded from a combination of Developer Contributions and Local Resources.

2. Reason(s) for the decision:

- 2.1. To provide a widened footway on the west side of Winchester Road between its junctions with Croft Avenue and Humberstone Road for the purposes of facilitating pedestrian movement and improving safety.
- 2.2. To make walking more attractive in the area by reducing the reliance on private motor vehicles for short journeys that can be made on foot.
- 2.3. To enhance safety for pedestrians through the provision of dropped kerbs and minor re-profiling of the existing footway on the east side of Winchester Road between its junctions with Ashlawn Gardens and Old Winton Road.

3. Other options considered and rejected:

- 3.1. No other options were considered as widening the existing footway is the only possible option in addressing the difficulty posed to mobility impaired pedestrians. The alternative is to Do Nothing but there is an existing perceived safety issue along this section of Winchester Road due to its narrowness, plus its history of being in a need of a wider footway.

4. Conflicts of interest:

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None.

5. Dispensation granted by the Head of Paid Service:

5.1. None

6. Supporting Information:

6.1. None.

Approved by: ----- 	Date: 21/05/2021 -----
Stuart Jarvis Director of Economy, Transport and Environment	

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Decision Report

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1. Executive Summary

- 1.1. The purpose of this paper is to provide details of the proposed scheme to widen the existing footway along Winchester Road on the west side between its junctions with Croft Avenue and Humberstone Road.
- 1.2. The proposed scheme will involve widening the west side footway to achieve a width of 1.8 metres between Croft Avenue and Humberstone Road.
- 1.3. Concerns for pedestrian safety is a key reason for the proposals, as large vehicles (including buses) heading northwards down the hill and around the bend run very close to the kerb line, resulting in pedestrians on the narrow footway being at risk of getting clipped by wing mirrors.
- 1.4. To further enhance pedestrian safety while minimising traffic disruption, the proposed scheme will include the provision of dropped kerbs and minor re-profiling of the existing footway on the east side of Winchester Road (between its junctions with Ashlawn Gardens and Old Winton Road), which hitherto, was a separate scheme on the minor works programme.
- 1.5. No alternative measures have been investigated as part of this project as the only viable scheme is to widen the footway between Croft Avenue and Humberstone Road by acquiring land from 13 properties.

Pedestrian surveys will be carried out following construction of the widened footway to determine if active travel has increased because of the scheme.

2. Background

- 2.1. The A3057 Winchester Road is a key route into Andover and provides direct access to the town centre. It links Romsey (to the south of Test Valley) with Andover (to the north) via the villages of King's Somborne and Stockbridge. As the route passes over the A303 Andover Bypass on its approach to Andover, a change in character is noted and the road assumes a residential

feel with properties fronting it, plus a reduction in speed limit from 60mph to 30mph.

- 2.2. This section of Winchester Road sits within Andover's Residential Area of Special Character (RASC) in accordance with TVBC's Local Plan Policy E4 and thus, any changes must comply with the special designation, particularly with respect to any potential loss of its green and leafy character.
- 2.3. Also, of note are the mature, native, exotic trees and hedges, within plot boundaries from which much of the character is derived. These are to be retained and protected where possible to tie in with the RASC status. New hedgerows will be planted between the property fences and the widened footway, and in doing so, will provide residents with a privacy screen and protection against traffic noise.
- 2.4. Winchester Road is subject to a 30mph speed limit (along the northern section referred to in this document) and has a system of street lighting. It is also on a bus route and joins the town's inner ring road at Winchester Road Roundabout; rendering it to be regularly used by delivery vehicles accessing businesses in the town centre.
- 2.5. The footway along Winchester Road is narrow in some locations, making pedestrian access difficult and unpleasant as vehicles pass close by. Even more hazardous is the lack of verge between the footway and carriageway, with sections of the footway uneasy to navigate, especially for those with mobility impairment or buggies/scooters, due to the undulating surface.
- 2.6. Improving the footways along this key route has been a long-term aspiration for the local authority and residents. As there is no highway verge that can be converted into footway, land is required from the properties on the west side.

It is proposed to improve the existing footway on the west side between Croft Avenue and Humberstone Road. Currently, the footway averages 1.2 metres in width and the additional land will enable it to be widened to 1.8 metres. The length of footway to be widened is 190 metres and covers the frontage of 13 properties.

- 2.7. The character of Winchester Road varies as you advance towards Andover Town Centre, and its make-up provides a moderate transition between the adjacent countryside and the built-up area of concern. This transition can be noticed in the changes to the frontages along the road. The frontages of the properties located to the south of this section of Winchester Road are mainly characterised by soft landscaping (hedgerows), but as you progress towards the town centre the boundary treatments alter to more permanent features such as brick walls and fences, with some hedgerows.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	43	21	Developer Contributions	180
	Client Fee	17	8		
	Supervision	9	5	Local Resources	23
	Construction	120	59		
	Estates Fee	11	6		
	Other	3	1		
	Total	<u>203</u>	<u>100</u>	Total	<u>203</u>

3.2 This scheme has been developed over several years. During this period, the design has been through revisions and changes in scope, which has resulted in a higher-than-average fee percentage.

3.3 Changes in scope to the project involved additional detailed engagement with residents and HCC Legal, particularly those immediately impacted by the project on matters relating to the various schedules of accommodation and the Deed of Dedication. Planning conditions associated with changes to the height of new fencing also contributed to the delay.

3.4	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.1	0.000%
	Capital Charges (Depreciation and notional interest charges)	20.0	0.012%

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	05/21	06/21	07/21	07/22

5. Scheme Details

- 5.1. The scheme involves widening the existing footway between Croft Avenue and Humberstone Road, on the west side of Winchester Road. The existing footway is narrow and on average is 1.2 metres wide. If implemented, a width of 1.8 metres would be realised. The footway also experiences a slight cross fall in places both towards the carriageway and in the direction of some of the properties. The scheme seeks to address these level differences.
- 5.2. Agreements are in place for all 13 properties for the dedication and adoption as part of the publicly maintainable highway of the strips of their property frontage directly impacted by the scheme.
- 5.3. As part of this proposal, the boundary treatments of the affected 13 properties would be moved back and the land adopted by the Highway Authority, as shown in the individual detailed plans via [CMS 1853 Andover: Winchester Road Corridor - Documents - All Documents \(sharepoint.com\)](#).
- 5.4. All efforts will be made to retain existing fencing; however, in many cases the change of level may necessitate the complete replacement of fencing or other boundary treatment.
- 5.5. Planning consents have been granted for those properties whose choice of replacement fencing exceeded 1 metre in height.
- 5.6. There was a delay to the agreement with one of the properties due to a request for a 60cm high brick retaining wall (which was acceptable from a Planning perspective) to tie in with an existing brick gate pier, together with a 60cm timber fence. The frontage is also one of the narrowest on this section of road, and the fence would be 6 metres in length. Despite this section of road already comprising a mixture of fences, walls, hedges, and trees, TVBC Planning Department initially advised that the small fence element of the proposal would not be acceptable. TVBC Planning Department has since visited the property and agreed to a compromise which is now reflected in the detailed plans.
- 5.7. At an adjacent property, there exists a 16-metre-long section of a 1.8 metre timber fencing in front of established hedgerows and trees. The resident has agreed to have the fence removed, so overall on this section, it is proposed to remove 16 metres of the 1.8 metre fence (30m²) and add just 6 metres of 0.6m fence (4m²) which would provide an overall visual improvement.
- 5.8. After lengthy negotiations, agreement has been reached with all 13 residents with respect to the land dedication to enable the scheme to progress; with HCC Estates having finalised the documentation for all 13 dedication agreements. TVBC Planning Department have also accepted the revised proposals for each property as it would integrate and complement the character of the area.

5.9. The benefits include improved access and safety for pedestrians, improved appearance in terms of new frontage treatments, and planting set further back from the road; a combination of which will enhance the A3057 Winchester Road.

6. Departures from Standards

6.1. None

7. Community Engagement

7.1. The property owners affected by this proposal have been approached and engaged with early on and have been kept up to date with progress with frequent correspondence through HCC Estates. During the dedicated engagement period, HCC officers undertook site visits to meet residents by appointment to discuss the scheme and answer any queries.

7.2. County Councillor Boiles is supportive of the proposal.

7.3. TVBC Planning Department has been consulted and have agreed to the proposals presented in this paper.

8. Statutory Procedures

8.1. Pursuant to [Section 66 of the Highways Act 1980](#), it is the duty of the Highway Authority to provide a proper footway where necessary for the safety of pedestrians.

9. Land Requirements

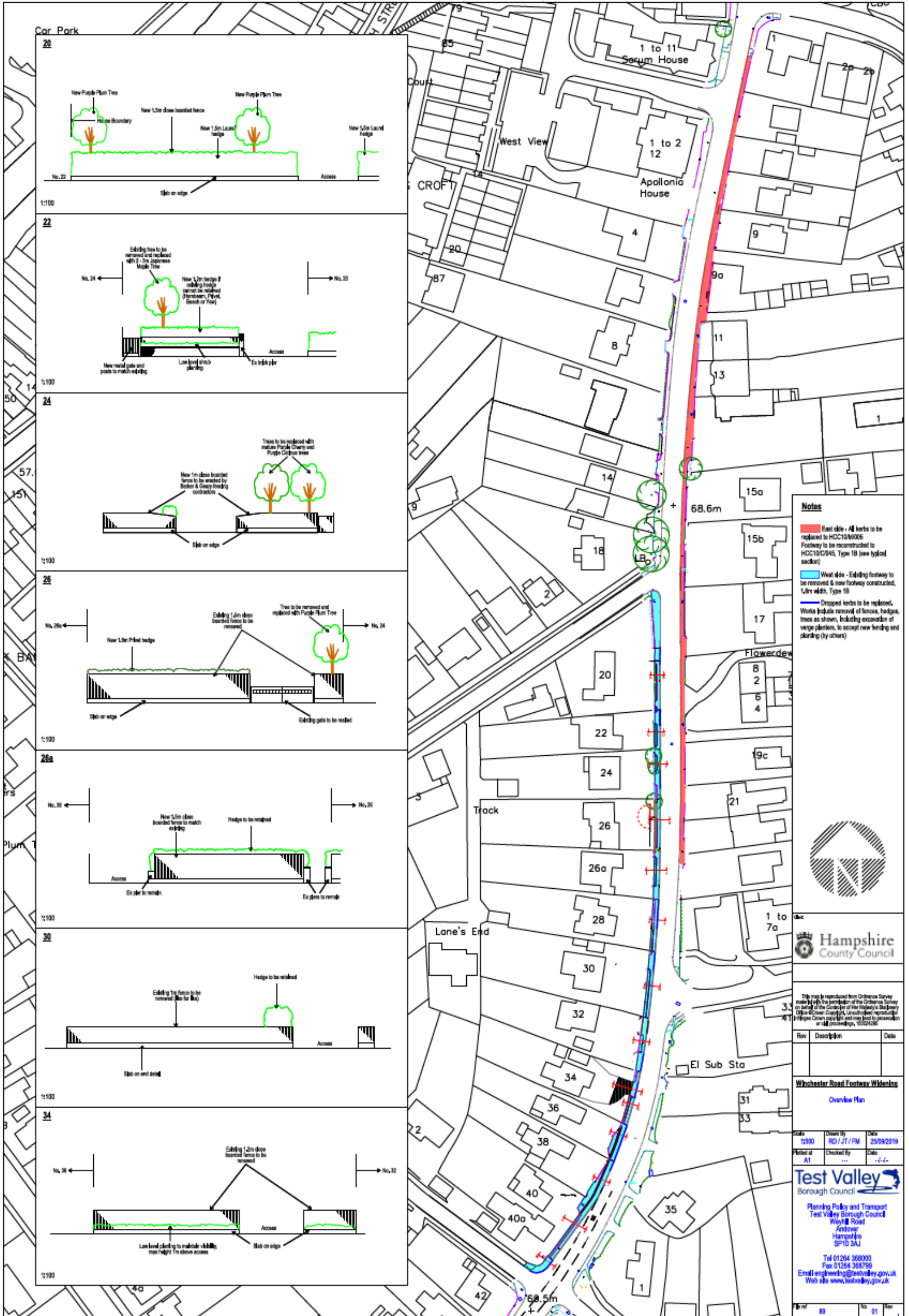
9.1. The scheme involves acquiring a small parcel of land that sits outside property fence lines of 13 properties along Winchester Road between Croft Avenue and Humberstone Road. All 13 properties are agreeable to the dedication as highway of strips of their property frontage and HCC Estates worked with Legal on the land dedication.

10. Maintenance Implications

10.1. Having consulted ETE's Asset Management Team, they have consented to the highway materials being used, including the construction detail of a typical slab. It has also been communicated to the Asset Management Team that all proposed fencing is off highway and thus, will be the responsibility of the adjacent residents to maintain. The proposed scheme will have minimal impact on the highway maintenance budget, with annual cost calculated to be approximately £123.55.

11. Recommendation(s)

- 11.1. That the Director approves the increase in value in the 2018/19 capital programme from £135,000 to £203,500.
- 11.2. That the Director approves the details of the Winchester Road corridor, Andover, as set out in this paper.
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LTP3 Priorities and Policy Objectives

3 Priorities

To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire

Provide a safe, well maintained and more resilient road network in Hampshire

Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

Improve road safety (through delivery of casualty reduction and speed management)

Efficient management of parking provision (on and off street, including servicing)

Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)

Work with operators to grow bus travel and remove barriers to access

Support community transport provision to maintain 'safety net' of basic access to services

Improve access to rail stations, and improve parking and station facilities

Provide a home to school transport service that meets changing curriculum needs

Improve co-ordination and integration between travel modes through interchange improvements

Apply 'Manual for Streets' design principles to support a better balance between traffic and community life

Improve air quality

Reduce the need to travel, through technology and Smarter Choices measures

Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high quality public transport in South Hampshire,
to reduce car dependence and improve journey time reliability

Outline and implement a long term transport strategy to enable sustainable
development in major growth areas

Other

Please list any other targets (i.e. National Indicators, non LTP) to which this
scheme will contribute.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Other Significant Links

Links to previous Member decisions:	
<u>Title</u>	<u>Date</u>
Not applicable	
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>
Not applicable	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

Impact Assessments

1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	Low
Disability	Medium - High
Sexual Orientation	None
Race	None
Religion and belief	None
Gender Reassignment	None
Sex	None
Marriage and civil partnership	None
Pregnancy and maternity	Medium - High
Other policy considerations	
Poverty	None
Rurality	None
Other factors	None
Geographical impact	Andover

The overall aim is to promote walking as a sustainable travel mode and the footway widening will make it easier for pedestrians with pushchairs or scooters to access Winchester Road.

2. Impact on Crime and Disorder: None

3. Climate Change:

The proposed footway widening along Winchester Road will facilitate movement for pedestrians and improve safety, which may reduce short journeys made by vehicles. This will result in an improvement in air quality.